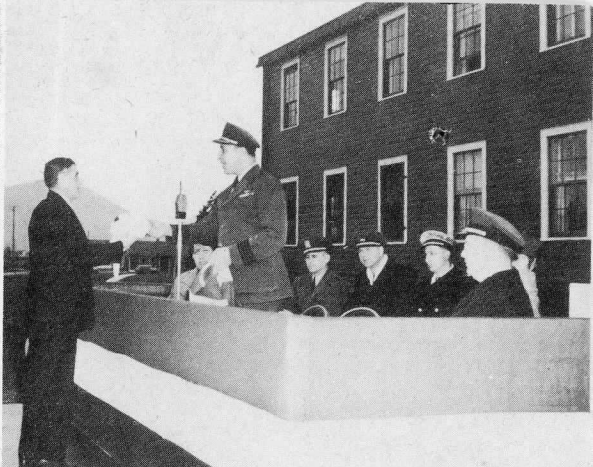




CAPTAIN KARL L. LANGE, USNR
Commanding Officer, NAS Tillamook
1 December, 1942 — 9 February, 1945



Commodore Simard at the "mike"



Fred Jones Accepts Award from Capt. Lange

NAST WINS DOUBLE BOND AWARD

On 2 February, Tillamook was doubly honored for its outstanding participation in Navy's Pearl Harbor Day Cash War Bond Drive in December, 1944.

Commodore Presents Award

Commodore C. T. Simard, USN, Commander of Naval Air Bases, Thirteenth Naval District, accompanied NAB war bond officers, made a special trip from their Seattle headquarters to present the coveted awards to NAST's commander, Captain Lange. He in turn presented the Commandant of the 13th Naval Districts award to civil-service Fred Jones, of the Public Works Dept. The Commodore's own award was presented to Dorothy Keenon, S1c. Both Jones and Keenon were among the high bond sellers in the recent drive.

UP THE LADDER

On 1 February, Captain Karl L. Lange congratulated, through their Division Officers, the following men and women, who were advanced to the ratings set opposite their names:

R. "E" Lee, RM1c(T); D. H. Sparks, CM3c(T); W. A. Moore, AMM2c(T); J. H. Smith, AMM3c(T); C. B. Hoot, MoMM3c(T); W. C. Seeloff, MoMM3c(T); D. L. DeBelle, Y2c(T); G. A. Walsh, Y2c(T); C. V. Williams, Y3c(T); M. A. Crossett, SSMB3c(T); W. H. Hager, RM3c; R. J. Hughes, Jr., RM3c; R. G. Timm, RM3c; J. W. Breedlove, S1c (SAD); J. M. Clayton, S1c; J. M. Costallo, S1c; A. R. Machel, S1c; G. M. Gambelin, F1c; W. Mendoza, F1c.

CIVILIANS ATTEND CONFERENCES

A supervisory personnel development program is being conducted by Lt. A. Herschel of the 13ND office in Seattle, at this station for civilians employed in a supervisory capacity.

The course, "Problems of Handling People," is being conducted at the present time with a group assembling on Wednesday and Thursday of each week for an hour and a half each time for a period of four weeks. At a future date, "Fundamentals of Management" will be scheduled.

The civilians regard it a pleasure to attend these conferences and appreciate the opportunity afforded them.

FORMER SKIPPER LTA LEADER

As you stood at attention on the morning of 9 February and heard Captain Karl L. Lange address you for the last time as your Commanding Officer, you doubtless wondered what manner of man your former Skipper was.

Few Naval establishments are so clearly the result of one man's answer to a challenge as is NAS, Tillamook. Twenty-six months ago the Captain (then Commander) reported to Tillamook to commission a veritable swampland. Three months later Navy airships were patrolling the Pacific from their rain-soaked base while construction went steadily forward in the face of disheartening conditions.

Known throughout the 13th Naval District for his "taut and happy" ship, the Captain always took pride in the appearance of the station, the comfort of his crew. By daily personal inspection he knew the innermost workings of the station. He expected the best from his officers and men at all times. He himself set an example for outstanding performance by giving the best at all times.

Pioneer in LTA

Massachusetts-born, the Captain left Boston University in May, 1917, to enlist in the Navy during World War I. Rated QM1c, USNRF, he reported to the first student

(Continued on page 7)

Squadron C.C. - Lt. Comdr. F. N. Klein, Jr.



NAST 22 Feb. 1945

Captain Whelan Takes Command...

At approximately 1600, 14 February, NAS, Tillamook, welcomed aboard its new skipper, Commander Thomas M. Whelan, USN, and his family—his wife Daisy, daughter Ann and son Buddy.

On 16 February he relieved Lt. Comdr. D. R. MacDonald, acting Commanding Officer, and assumed command of the station.

The new skipper brings to the station the best in Navy traditions and methods.

An Annapolis graduate (class of '26), he has served the Navy ashore, afloat and in the air.

Ordered aboard the USS Detroit in 1926, he took part in the Second Nicaraguan Campaign in 1927.

NEW HEDRON SKIPPER ABOARD

On 1 February 1945, Lieutenant Robert W. Gibson, USNR, relieved Lieut. Comdr. Burr Odell as Officer-in-Charge of Hedron Detachment 33.

Upon graduating from Dartmouth College in 1939, Mr. Gibson started his career as a banker in St. Paul, Minnesota. He left there approximately a year later and was accepted for midshipman's Training at the U. S. Naval Reserve Midshipman's School, Northwestern University, Chicago, Illinois.

Commissioned an Ensign in the Naval Reserve, Mr. Gibson reported for duty as Navigator in a PBV Patrol Squadron on the Atlantic Coast, taking part in patrol and convoy duty from Bermuda to Newfoundland.

At the outbreak of the World War II, he was ordered to duty in the South Pacific. He served overseas for 18 months before undergoing Lighter-than-Air training at Moffett Field. He was designated NA(A) in May 1943, and assigned to an Airship Squadron as Engineering Officer.

In June 1944, he became Assistant Officer-in-Charge of Detachment 32, until he was detached in January of this year.

Upon reporting aboard, Mr. Gibson was very much impressed with NAS, Tillamook, its "seamanlike and shipshape" appearance, and is looking forward to a pleasant tour of duty.

Lt. Robert W. Gibson



The spring of 1929 found him at NAS, Lakehurst, N. J., for airship training. After being designated a Naval aviator (airship), he served aboard Navy's rigid airship USS Los Angeles in several capacities, making the non-stop flight from New York to Panama in 1931.

In 1933-1935, he took post-graduate courses at Annapolis, specializing in the field of aeronautical engineering. In 1936 he earned an A. B. degree in aeronautical engineering from California Institute of Technology.

He was then assigned to duty aboard the USS Minneapolis as Ass't First Lieutenant and Gunnery officer, coaching the boat crew that won the Battenberg Cup in fleet competition.

Detached in 1939, he reported to the Philadelphia Navy Yard, where he helped to re-commission destroyers turned over to Britain in exchange for island bases.

He commanded the Destroyer KALK before he went to sea with the USS Tangier in 1941. He was with his ship when the Japs struck in December. Later he helped to establish a sea-plane base in the Southwest Pacific.

In the fall of 1942, he took a refresher course for Naval Aviator (airship) and was ordered to Houma, La., as Executive Officer.

He later served as Commanding Officer here until October, 1944, when he was ordered to Moffett Field, California, as Executive Officer.

NEW LEGAL OFFICER

Another recent addition to the station's Staff is Lt. John F. Marsh, Jr., USNR. He reported from Moffett Field, where he was attached to the Hedron with duties as Personnel Officer, legal officer and in ordnance. At NAST he will serve as Gunnery Training Officer with collateral duties as legal Assistance Officer.

Joining the Navy in February, 1943, he was commissioned a Lt. (jg). He reported in May, 1943, to Jacksonville, Fla., for a course in Ordnance.

His first duty was with ComFairShipsPac at Moffett. He was later transferred to Hedron.

A native of Ohio, Mr. Marsh holds a law degree from Northern University and practiced in Lima, Ohio, from 1934 until coming into the Navy.

His wife now temporarily residing in Seaside, expects to join him soon.

MERKLE L. WHITTLE PASSES

NAST extends deepest sympathy to the family and friends of Merkle L. Whittle, Electrician, Public Works, who passed away late in January after being ill for some time.

Employed at NAST for over 20 months, Mr. Whittle and his wife Rose were well known on this station. Members of the Electric Shop served as pallbearers at his funeral on 30 January at the Lundberg Chapel. Flowers were sent by station civilians.



Lt. George Snedden

PERSONNEL OFFICER DETACHED

On 30 January, Plank-owner Lt. George Snedden, USNR, was detached after 26 months of duty at NAS, Tillamook, as Personnel Officer and ordered to duty outside the continental limits.

Mr. Snedden joined the Navy at Tulsa, Oklahoma, in March, 1942. After indoctrination in the field of Naval Aviation at Quonset Point, R. I., he was commissioned Lt. (jg). His first active duty was as Aide to Commander (now Captain) Karl Lange, who was Executive Officer at Moffett Field.

He reported to Tillamook on 1 December, 1942, and was assigned duties as Personnel Officer.

Prior to joining the Navy, Lt. Snedden was in the cattle and oil business in Oklahoma, serving as Vice President of the Jackson, Wyess & Snedden Oil Driller Co. He hopes to return to Oklahoma at the war's end.

* * *

NEW AEROLOGICAL OFFICER

Lt. (jg) Olwyn Evans, USNR, reported Aboard 30 January from Moffett Field and has been assigned duties as Aerological Watch Officer.

A native of Idaho with a background in chemistry, Miss Evans was inducted into the Navy in July, 1943, and trained at the Reserve Midshipmen's School at Northampton, Mass. Commissioned an Ensign there, she reported to the University of Chicago for a 9-month course in Aerology.

She had a month of temporary duty at San Diego before proceeding to Moffett, where she has been for the past six months.

* * *

CHIEF CLERK LEAVES

Early in January, Mrs. Evelyn P. Grimwood, Chief Clerk of the station, was transferred to the Naval Auxiliary Station at Watsonville, California, where she will also serve as Chief Clerk.

A part of the vanguard that arrived from Moffett in November 1942, with Captain Lange, she organized Central Office from a wide background of civil service experiences which includes duty at NAS, Alameda, San Francisco and Washington, D. C.



Lt. Eugene Metcalf

LT. METCALF ABOARD

Reporting aboard late in January as a replacement for Lt. George Snedden was Lt. Eugene W. Metcalf, USNR, who was serving as Executive Officer of the Headquarters Squadron based at Richmond, Florida, at the time he received his orders to Tillamook.

A graduate of the University of California in 1939, where he majored in law, Mr. Metcalf joined the Navy in August 1940 as an apprentice seaman and reported aboard the USS Tuscaloosa. He was later recommended for officer's training at Northwestern University, where he was commissioned an Ensign March of 1941. He served as Communications, Engineering and Gunnery Officer at sea on Destroyers before reporting to Moffett for LTA training in 1943. By May he was flying with a patrol squadron along the Atlantic.

From October, 1942, until February, 1944, he instructed at Moffett. Then he received orders to report to the Richmond based Squadron.

* * *

JONES THANKS BOND BUYERS

I should like to take this opportunity to thank all civilian bond buyers for their loyal co-operation during the Pearl Harbor Day War Bond Drive, which resulted in our leading the District in percent of participation.

Thanks, pals.

* * *

Fred Jones

STORK STUFF

A bluejacket on 29 December, 1944, to Frank Meisenburg, Bkr. 3c, and wife. The boy came "aboard" in New York, and since NAST's Eastern correspondents send their dispatches by Pony Express, we are publishing a belated report.

o

Squadron's Lt. (jg) and Mrs. Charles Stone are proud parents of a prospective pilot, who reported on 26 January.

o

On 12 February, Lincoln's Birthday, a son was born to Supply Officer Lt. Comdr. and Mrs. B. C. Clark. Mrs. Clark and son John Warren are progressing nicely.

NAST 22 Feb. 1945

Wave Weds Flier

Station Wave Sally Gaisford, RM2c, and Lt. Charles R. Macon, a Navy flier in the VRF1, stationed in New York, were married in the Presbyterian church in Los Angeles, California, on 14 January, at 1730.

The ceremony was by candlelight and both were in dress uniforms of the Navy.

The couple spent their honeymoon in Palm Springs, Florida, before reporting back to their respective stations.

* * *

RADIOMAN TAKES BRIDE

William Shirk, RM1c, and Delores Hawk were united in marriage at the Sacred Heart Catholic Church by Father Michael Riley in Tillamook, at 0900, 13 February.

Jewell Allison was matron of honor for the bride and L. B. Allison served as best man.

The bride recently arrived from New York for the wedding. The couple will be at home in the Fisher apartments, Tillamook.

* * *

MARINE MARRIES LOCAL GIRL

On 10 February, at 1100, in the station chapel amid flowers and lighted candles, Marine Corporal Warren Gossett and Bettie Mae Heisler, both of Forest Grove, were united in marriage by a double-ring ceremony performed by Chaplain Richard Bryan.

Preceding the ceremony, Johnny Bibbs, HA1c, rendered two solos, "Always" and "Because".

Carrying a corsage of white gardenias, the bride was lovely in a long-trained, white gown, and fingertip veil. The Maid of Honor and three bridesmaids wore white gowns with shoulder length veils. They carried bouquets of red roses.

After the ceremony, the wedding party left the building between a Marine guard of honor, amid showers of rice.

Ushers for the ceremony were Cpl. Zane Mongay, Cpl. Dale W. Harper and Cpl. Frank Frary.

A reception followed immediately at the Marine barracks, where a huge cake was cut by the bride and groom.

Wedding Party at Station Chapel



Decorated



Lt. (jg) Donald W. Morris

Reporting aboard on 25 January as an Ass't Operations Officer was Lt. (jg) Donald W. Morris, a native Washingtonian, who was attending the University of Washington at the time of his enlistment in February of 1942.

After primary training at Sand Point, he won his wings at Pensacola for advance training. His first service was at Jacksonville, Fla., in the Operations Department. His next tour of duty took him aboard an Essex-class carrier.

At Battle of Philippine Sea

His squadron, referred to unofficially as the "Carrier Clowns", climaxed its high-scoring record by taking a big part in the second Battle of the Philippine sea. In that three-day engagement, it scored 15 confirmed and five probable torpedo hits on battleships, carriers, and cruisers.

Prior to its destructive assault on the enemy fleet, his squadron had sunk 14 merchantmen, damaged 17, knocked down four planes and destroyed many others on the ground. Lieutenant Morris, who flew

(Continued on page 11)



Comdr. Thomas M. Whelan, USN....16 Feb., 1945



At 0830, 9 February, 1945, all hands mustered before the Administration Building to witness the change of command. Squadron and Hedron Officers as well as civilian personnel also stood by while Captain Karl L. Lange, USNR, read his orders relieving him of his command and directing him to report as Chief of Staff to the Chief of Naval Airship Training and Experimentation Command at Lakehurst, New Jersey. After his Executive Officer, Lt. Comdr. D. R. MacDonald, USNR, assumed temporary command of the station, the Captain spoke briefly about his abiding faith in the station and its crew.

The ceremony of piping the Captain over the side followed shortly. Sideboys were Lt. Comdr. Thomas Severn, Lt. Kenneth C. Berry, Lt. Guy P. Wicks, and Lt. Joseph W. Flaherty, who have served the Captain for many months.

Marine Guard of the Day and Bugler were under the command of Warrant Officer Dan Crosno, and Warrant Boatswain Wm. T. McLaughlin used his boatswain pipe in traditional Navy fashion.

As the Captain's burly figure disappeared into his familiar blue car, all hands silently realized that a great man had gone.

(Continued from page 2)

officer's class for pilot training at Pensacola, Florida, receiving instruction in the Navy's first Free Balloon and the Connecticut Dirigible.

Commissioned an Ensign in February, 1918, he was designated a Naval aviator.

In March, 1919, he reported to Coco Solo, C. Z., as Squadron Commander, operating the first "C" type airship in this area. He returned to the states to in-active duty in May, 1923.

Between 1923-1928, he kept astride with developments in Navy Airshipping by periods of active duty at Hampton Rds., Va., Squantum, Mass., and Lakehurst, N. J.

Goodyear Pilot, Instructor, Manager

Advanced to Lt. Comdr., USNR, in July, 1929, he was employed by the Goodyear Tire & Rubber Co. of Akron, as airship pilot and instructor. He established an Airship Operating base at Los Angeles and was in charge of landing the "Graf Zeppelin" on her round-the-world flight at Mines Field, California, in August, 1929.

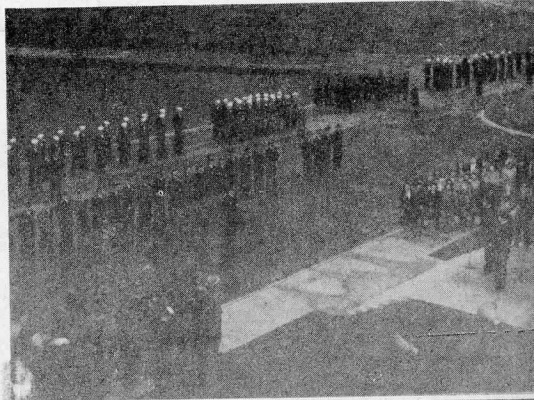
During 1930-1932, he operated airships, assisted in the development of new airships, and supervised ground school and flight training. He "barnstormed" in the airship "Reliance" in 1933, and represented Goodyear in the National Free Balloon races in 1934.

From 1934 to 1942, he was Goodyear's Base Manager and Government Contract Representative in Washington, D. C., establishing operating bases at both Washington airports. In 1936, he participated as Goodyear observer on two round trip flights from Lakehurst to Frankfurt, Germany, on the "Hindenburg".

Reports to Active Duty, World War II

Promoted to Commander, USNR, in 1941, he reported for active duty to Lakehurst in January, 1942. February found him at

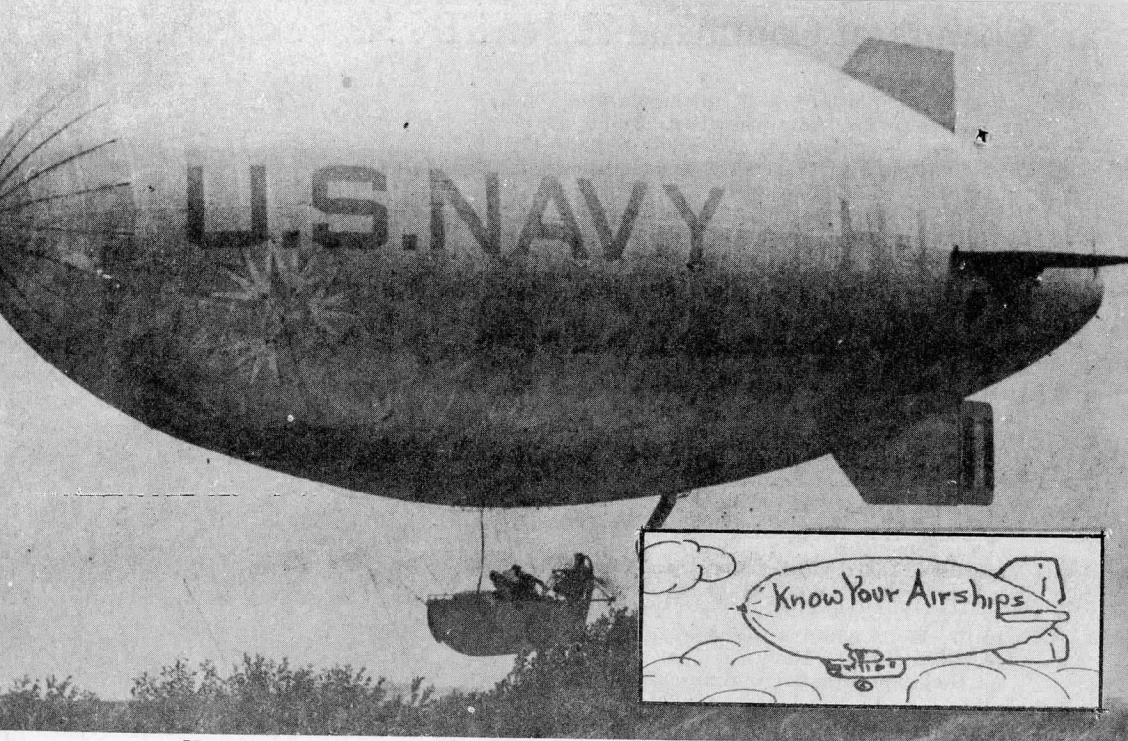
NAST 22 Feb. 1945



Capt. Lange Piped Over the Side

Alameda, California, in connection with the establishment of NAS, Moffett Field. He served as Executive Officer there from April until November, 1942, when he reported to Tillamook to become the Commanding Officer when the station was commissioned December 1, 1942.

In July, 1943, he was advanced to Captain, USNR, to rank from November, 1942.



Navy's "Pony" Blimp, H-1, was used for experimental purposes.

After World War I, the Navy assumed the responsibility for developing rigid airships; however, a few post-war rigids were maintained on a limited operating fund for training purposes.

"Pony" Blimp, H-1

The "Pony" blimp, or H-type, was developed in 1921. Motored with a Laurence engine, it was less than half the size of its predecessors.

Its pudgy bag, 94 ft. in length, with a diameter of 30 ft. and overall height of 41 ft., had a gas volume of 43,000 cu. ft.

These specifications reduced its maximum speed to 39 knots while its endurance in terms of hours was only 6.9.

J-Ships Show Development

The J-ships, developed in 1921 and 1924, reflected several new developments in lighter-than-air design. They carried the brunt of Navy's training and experimental program in the inter-wars period.

The loss of the Italian "Roma" by hydrogen fuel in 1922 fixed the policy of "helium only" for Navy airships. The J-ships were among the first of Navy airships to use helium as a lifting gas. Their gas volume ranged from 175,000-200,000 cu. ft. and their hulls were approximately 200 ft. in length. Powered with Union or Wright motors, these ships were capable of a speed of 52 knots. They could stay aloft for over 30 hours at a cruising speed of 35 knots.

K-Ships to Come

The forerunners of the K-ship as we know it today—250 ft. of streamlined hull with its closed-in car—later improved upon the design of the sturdy J-ship and laid the foundation for Navy's non-rigid program in World War II.

* * *

Most popular GI corsage—Four Roses.

NEW GUNNERY OFFICER

On 25 January, Ensign Joseph McNaughton reported from duty aboard the U.S.S. Lexington to assume duties as Aviation Free Gunnery Instructor.

Enlisting in the Navy in June of 1942—he was attending Otterbein College, Ohio, at the time—he took pre-flight training in Delaware, Iowa and Illinois. Transferred from the Air Corps, he reported in September, 1943, to AGO school at Jacksonville. Then a Gunnery School at Pensacola, where he was commissioned Ensign in December, 1943. He served with ComFAirPac for two months before reporting aboard the Lexington.

Lt. H. B. Hosmer
Squadron's New Operations Officer,



NAST Goes to Press

Getting an issue of NAST into the hands of all subscribers, ashore and afloat, calls for real strategy.

Financed by Welfare funds, the "sheet", going into its third year, has always had the wholehearted support of all hands.



KEENON



BLAIR



MEIER



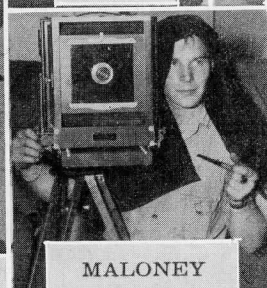
HOLM



AT "HEADLIGHT-HE"



CHIEF BYERS



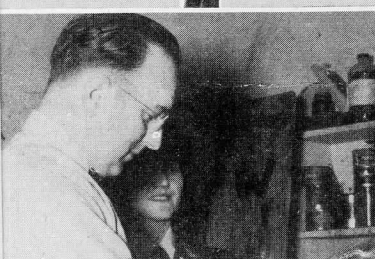
MALONEY



WILSON



ENTWISLE



AT "SHOPPING SMILES"



STAFF



WAVES ASSEMBLE SHEETS

Primarily a photo magazine, the accurate shooting of Pixmen Chief Byers, Maloney, Wilson, Entwisle and Schmeltzer (pictured above) is essential. These intrepid photomen risk life and limb to get some of the shots registered on these pages.

Equally essential are newshounds. Hedron's Yeoman Blair, Specialist (A), I. C. Meier, Seaman Keenon, Civil Service Helen Holm, and Storekeeper Macdonald, until her recent transfer to Shoemaker, California, for probable duty in Honolulu, all turned in news to the NAST office on the second deck of the Ad Building.

P. R. Officer Directs

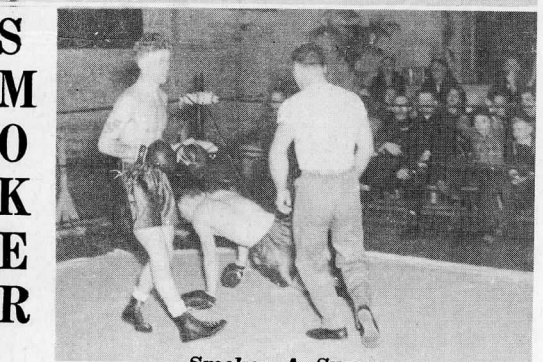
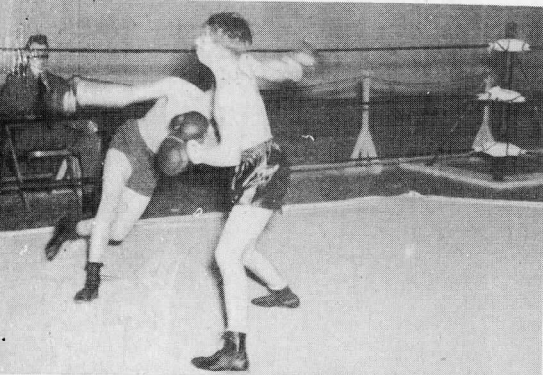
Under the direction of the Station Public Relations officer, Lt. Kenneth C. Berry, the editor, Lt. (jg) Constance Bordwell, plans the layout in conjunction with the lithographer, Mr. Maurice Watkins of SHOPPING SMILES and the printer, Mr. Dan Church of the HEADLIGHT-HERALD.

A volunteer working party of NASTITES—men from the Firehouse and WAVES, under the direction of Lydia Weber, Sp(S)3c—assembles the pages, trims and staples them.

NAST 22 Feb. 1945



FIREHOUSE MEN TRIM COPIES



Smoker A Success

First Station smoker of the year held 1 February, 1945, featured seven bouts. Highlights of the mete were the bouts of K. L. Miller vs R. R. Rhodes and Ruff vs Hughes, Miller and Hughes winning by a decision. We aren't willing to bet, but Bugs "Bunny" would have a hard time staying ahead of Hughes in a carrot-eating contest.

Ed Garcia (The Waves Dream Man) won his bout by a K.O. over Spoth. J. Volachek (The speedball fireman) won his bout by a K.O. over L. Trahan.

Each bout featured was filled with thrills. We would like to thank each contestant for his participation and sportsmanship and especially "Pop" Ryan, who worked so hard in getting the boys in condition.

* * *

WAC: "Why, the sailors run after my kisses."

WAVE: "That's nothing. After mine, they limp!"

WAVEs Overseas

February 13 was a lucky day to Ruth Goddard, SK2c, and Cavell Macdonald, SK3c, Supply standbys, who will report to Shoemaker, California, for probable overseas assignments, after a short leave.

Among the first WAVEs to report aboard in April, 1944, Goddard and Macdonald were honored by WAVEs shipmates and officers at an informal party at the barracks on 12 February.

Bluejackets Transferred

Bluejackets transferred during the month were: John Burke, AMM3c; Ernest A. Clemenson, CPHM(T); Emery E. King, RM1c; Herbert E. Larrick, CRM(AA); John P. Lynch, Cox; Edwin J. Miller, RM1c; Robert H. Ragsdale, BM1c; Alton R. Stier, PhM1c(T); Harold J. Williams, PhM3c; Richard L. Pettit, S1c; Ernest W. Riebe, S1c; William C. Robbs, S2c; Marvin G. Schmid, BM2c; Lawrence E. Schusted, MMG1c; Glendon J. Sundstro, S2c; Warren F. Taufen, MMG1c; Robert P. Tipton, AerM2c(T); Gerald L. Kitchem, MoMM2c(T); Richard C. Kroeger, AerM2c; Paul C. Lewis, S2c; Theodore Lewis, SSMB3c; Glenn H. Lute, CM3c; Joseph Maholage, MoMM2c(T); Chester J. Malinowski, S1c; Raymond W. Noble, S2c; Howard L. Olson, SSM3c(T); Archie F. Allen, S1c; Donavon E. Bernal, S2c; James E. Campbell, S2c; Robert A. Followill, S2c; James B. Hamilton, S2c; Simon J. Holden, RM2c; Roy W. Kasar, MoMM3c(T).

* * *

HEDRON BYLINES

We had to look twice, but it looks like things are really tough all over. The Yeoman have been "turning to" as ship handlers! All decked out in foul weather gear, they could pass for real "LTA Sailors".

o

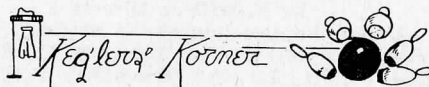
Speaking of things being tough, Hedron ship-handlers have produced several promising "pug-uglies". Now maybe the boys won't gripe so much about "pulling ships", after seeing what "clean living", late hours and early morning take-offs, has done for the champs of Hedron.

* * *

Bowling Tournament Under Way

Bowling now headlights the sports parade with the bowling league getting into full swing with an 8-team round robin. The following teams are entered under the following titles: Marines, DEVASTATORS; Hedron No. 1, CORSAIRS; Station Officers, LIBERATORS; Operations, AVENGERS; A & R, BUCCANEERS; Hedron No. 2, WILDCATS; Radio, MUSTANGS; Ship's Service, HELLCATS.

* * *



ALL TIME HIGH SCORE:

Officers—Lt. (jg) Dondero	-248
Enlisted Men—Childers & Gillson	-279
Women—Mrs. Bursey	-236

WEEKLY HIGH SCORE:

Officers—Ens. Merrill	-206
Enlisted Men—Moose	-226
WAVEs—Viola Sharp	-185

THE Book Locker

You'll find these books at Ship's Library:
 "Lusty Wind for Carolina," Inglis Fletcher.

"The Winds of Fear," Hodding Carter.
 "World's Great Spy Stories," edited by Vincent Starrett.

"Yea! Wildcats," John R. Tunis.

"Elegant Journey," John Selby.

"Oasis," Willard Robertson; a novel.

"One Bell Calls the Watch," William Winter; men at sea.

"The Glittering Hill," Clyde F. Murphy.

"The Wind on the Moon," Eric Linklater; fantasy.

"Dear Baby," William Saroyan; short stories.

"Hoofbeats," William S. Hart.

"Buckskin Marshal," Will Ermine.

"No Footprints in the Bush," Arthur Upfield.

"Ranger Mosby," Vergil Carrington Jones.

"Lost in the Horse Latitudes," H. Allen Smith.

"Take It Away," Mary Breen and Arthur Lawson.

"Joke Book," edited by Frederick Meier.

"A Great Time to be Alive," Harry Everson Fosdick.

"Geography in Human Destiny," Rod-
 erick Peattie.

* * *

THE AMERICAN SPIRIT

The American spirit has grown everywhere,
 In country, in city, on each thoroughfare
 Of highway, and byway, in factory and
 shop,

In the heart of the farmer at work on his
 crop.

From the poorest of laborers to our great
 President,

The American spirit to each one has meant
 The preserving of standards, long fought
 for and gained,

Our precious Democracy, forever retained.

In the many long battles up through the
 years,

At the expense of our loved ones, bloodshed
 and tears,

We strived with our heart, our soul, our
 mind,

And reached the pinnacle; but now we find,
 Again we are threatened, again we will
 fight

To keep Liberty's torch ever burning bright
 As the spirit within us, forever to be
 A guide and protector of Democracy.

—S. T. Tartas, Sp(X)PI2c

* * *

(Continued from page 5)

in a total of 21 missions, took part in at-
 tacks against Palau, the Philippines, For-
 mosa and Nansei islands.

His most exciting—and harrowing—ex-
 perience came when he made a strike
 against Formosa. The thick flak was de-
 vastating. Just as he released his bombs
 he was struck squarely by a heavy-caliber
 anti-aircraft shell. The terrific impact
 knocked his plane out of control. But he
 managed to gain flying control and skimmed
 the harbor out to sea.

NAST 22 Feb. 1945



Glamorous Monkeyshiners, the Kellys

"MONKEY SHINES" IN MARCH

USO's musi-comedy "Monkey Shines" is
 scheduled for 6 March, according to Lt. Guy
 Wicks, Welfare Officer.

Sully & Thomas, comedy men, will emcee
 the show. The Three Kelly Sisters will
 chirp today's bounce-tune hits.

Radio Rogues, headliners with Bing Cros-
 by, Kate Smith and Rudy Vallee, will also
 be aboard to tickle the ribs.

Guitarist Don Nardo ought to give the
 WAVES a thrill while Barr & Estes, com-
 edy dance team, will elucidate upon stra-
 tegic movement at its best.

* * *

DOUBLE-HEADER DANCE IN FEB.

Cupid and George Washington were ac-
 corded similar honors by Chaplain Richard
 Bryan and his dance committee when they
 planned the February dance schedule.

Valentine Hop

On 14 February, the port section at the
 invitation of Mrs. Burge of the Service
 Men's Center cut a rug in Tillamook's
 Townsend Hall.

Washington Waltz

A week later, starboard bluejackets and
 WAVES met at the same spot and did the
 Washington Waltz. Check with WAVE
 DeBelle for lessons.

Supper Dance Planned

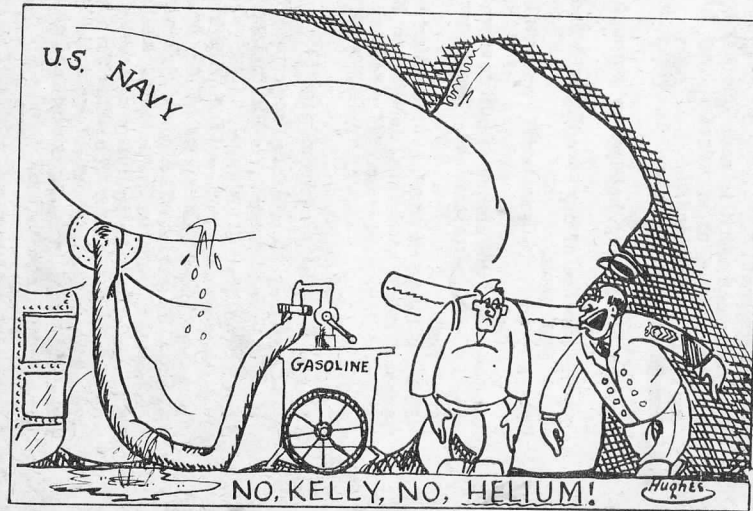
Scuttlebutt has it that the March hop
 will be a supper dance. Stand-by for fur-
 ther notice from the Chaplain.

* * *

CIVILIAN ITEM

Marjorie Johnson of Central Office is
 wearing a beautiful diamond, given to her
 by Henry Wetzel of Tillamook.

These heroic exploits and others the
 young lieutenant was too modest to men-
 tion have won him the right to wear the
 Navy Cross and the Air Medal.



from

NAS Tillamook, Oregon

TO

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HERE

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